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C H E L S E A



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C H E L S E A

THE CHELSEA NUMBER of a Series devoted to the illustration of certain of the cities and towns adjacent to the City of Boston and the presentation, in brief accompanying text, of some suggestive facts concerning their advantages and development.

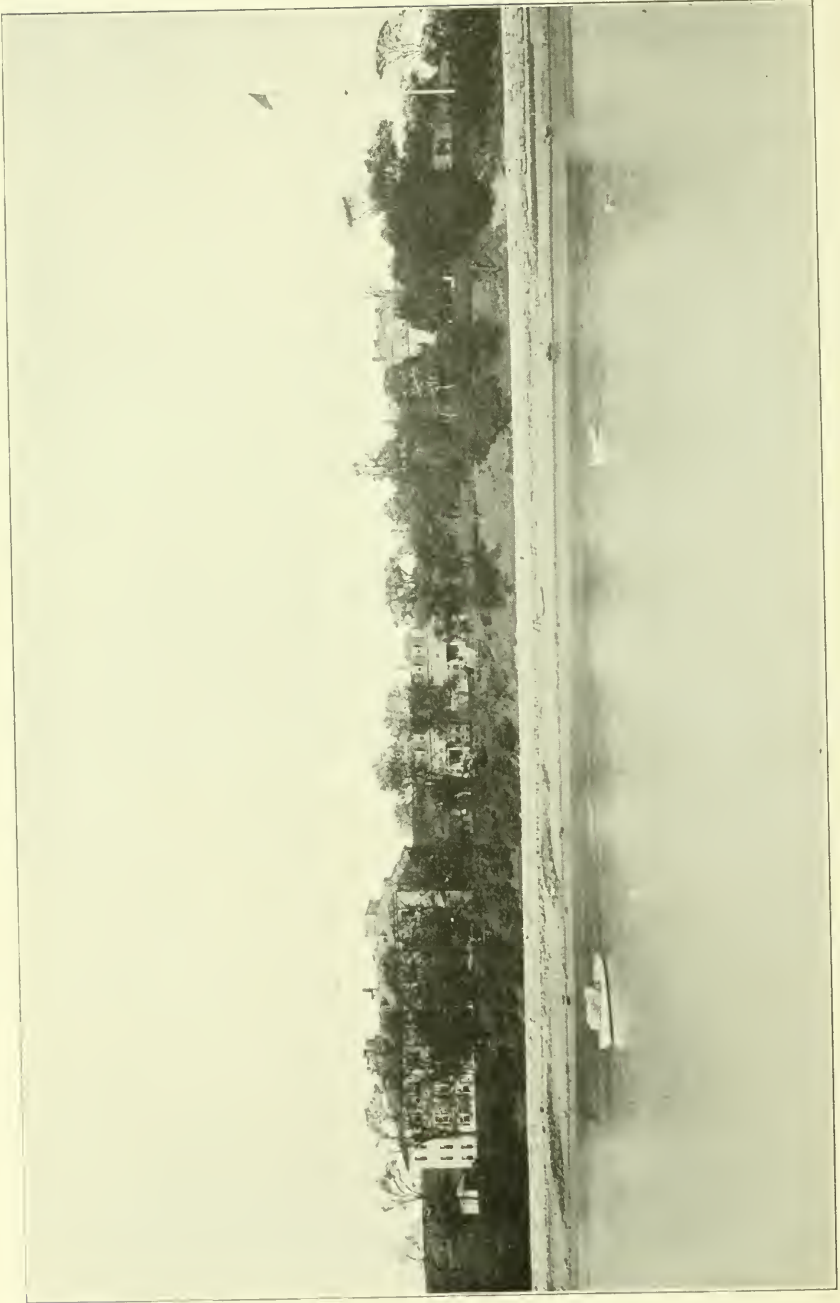


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39 BOYLSTON STREET, BOSTON, MASSACHUSETTS.

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The United States Naval Hospital and the Government Reservation from the Mystic River.

The City of Chelsea

THE first white settler in the territory called by the Indians Winnisimmet and in due time occupied by the City of Chelsea appears to have been the Samuel Maverick who later became the proprietor of Noddle's Island now known as East Boston. Maverick came to Winnisimmet in 1624 but within a few years he sold the land he had acquired here to Richard Bellingham who came to America in 1634 and later became Governor of the Colony. From its beginning, and for many years Chelsea was a part of Boston, but in 1739 it was

incorporated as a town. In 1841 a part of it to the north became the town, or a portion of the town of Saugus, and in 1846 territory which until then had been included in that of Chelsea was set off to become the towns of Revere and Winthrop. Notwithstanding the loss of so much of its territory and the consequent diminution of its growing population Chelsea became a city of the Commonwealth in 1857. Until within a comparatively recent period the destiny of Chelsea, of its rising hills and pleasant streets, seemed to be that of a suburban



In the Court House are the Offices of the Board or Control and the City Departments.



The New Central Fire Station, Replacing in a New Location the Older One Destroyed April 12th, 1908.

dwelling place for men engaged in business or professional pursuits in Boston, and of their families; but inevitably because of the obvious advantages of the location, manufacturing industries were here established. The growth of Chelsea as an abiding place continued and this was accelerated by the then accompanying and no less remarkable industrial development of the city. In 1905, as ascertained by the census of that year, the population had grown to be over thirty-seven thousand, representing an increase of nearly twenty per cent. in the ten year period then ending.

The legal voters numbered seven thousand, eight hundred and forty-two. The growth of the city was checked, inevitably and for a time, by the notable disaster of April, 1908, and its advance in prosperity

halted as naturally and as temporarily. That Chelsea will know a more rapid growth in the future, and a wider, greater, development is, to be sure, a promise; but the promise has the basis of past achievement and is warranted by the good of the old remaining, by the wonderful progress made in replacing destroyed structures as well as by the location of the city, as admirable as ever, and by its advantages preserved or, indeed, enhanced in value by so much of reconstruction.

Chelsea occupies an area of two and three-tenths square miles in Suffolk County. The city is on almost an island for the Mystic River separates it from Charlestown, otherwise immediately contiguous; curving around from the north to the south the Chelsea River divides



The New Concrete City Stables are Regarded as the Best Buildings Devoted to Such Purposes in the State.



The Shurtleff School, One of the New Educational Buildings in Chelsea.



The High School Building in Chelsea.



The Newly Erected Building of the Chelsea Trust Company.

the city from Revere while the mingled waters of these two rivers flow between Chelsea and East Boston; at the western extremity of the city is Island End River, a long inlet from the Mystic.

The Chelsea station is five miles by rail from Boston on the Eastern Division of the Boston and Maine Railroad. There are twenty-seven passenger trains out from Boston and twenty-five in from Chelsea daily, and on Sundays eighteen in each direction. The single fare is ten cents; ten rides cost seventy cents; twelve eighty-five cents; twenty-five \$1.75, and the average running time is fourteen minutes. Cars on electric railways run from Chelsea to Boston by two routes—one through East Boston and the tunnel to connect with the Boston Elevated System at State

Street; the other across the bridge over the Mystic to Charlestown and to the Scollay Square station in the subway. The electric railways also connect Chelsea with Revere Beach, twenty minutes away; with Lynn; with Everett, Malden, Maplewood, Salem and Marblehead.

The most striking natural feature of the landscape of Chelsea is Powderhorn Hill which attains an altitude of over two hundred feet in the northern part of the city. On the terraced sides of the abruptly rising acclivity, or on its more gentle slopes, are many attractive dwellings. Near the summit is the Chelsea Reservoir and a little removed is the Soldiers' Home established here in 1882 as the result of subscriptions secured by Massachusetts posts of the Grand Army of the Republic but supported in



The Roman Catholic Church of St. Rose, Replacing the Edifice Destroyed on April 12th, 1908.



The Bellingham Methodist Episcopal Church.

part by State appropriations and allowances from the Federal Government. The summit of the hill and the other grounds immediately adjacent have been retained by the city as a park and for playground purposes. The view from this point is extended and most interesting. Far to the north and west are tree-clad mountains or hills with their high crests outlined against the sky. The United States Marine Hospital, first occupied in 1858, tops a hill to the south and west. Below Powderhorn Hill runs along the Revere Beach Parkway of which nearly a mile is within the limits of Chelsea and across the towers of the amusement resorts of Revere may be perceived the rocks and shores of Nahant. To the east and extending to the south are to be seen the high lands of Beachmont and of Winthrop happily here, as it might

seem, together with East Boston, to shield the City from the keener winds from the harbor and the sea. In the wide outlook perhaps the most interesting features are many imposing buildings of the so far reconstructed city and the many dwellings on other elevations or rising above the trees in the unharned residential sections while the large areas of land near the water courses, so well suited to meet the requirements of manufacturers, forcefully suggest their own future use and proper employment.

At the Chelsea end of the bridge over the Mystic and at the entrance of the City, as it might be termed, are the grounds of the United States Naval Hospital. The first ferry landing in Chelsea was situated here and the left wing of the army commanded by General Washington in 1775 had position at about



The Rebuilt Armory is the Headquarters of Battery H, First Regiment of Coast Artillery, M. V. M.



The United States Marine Hospital, Standing Here Since 1858.



Home of the Review Club, an Important Social Organization.



Congress Hall, One of the Business Buildings of the New Chelsea.



The Horace Memorial Baptist Church, Chelsea.

this point; but the main historical facts are recorded on a tablet set in the wall surrounding the United States reservation. This reservation comprises an area of one hundred and twenty-five acres. The Naval Hospital was erected in 1833, but considerably enlarged in 1865.

Sunday, the twelfth of April, 1908, was a beautiful day of cloudless skies holding in its morning hours no promise of other than good for Chelsea, but along toward eleven of the forenoon a fire started which, in the strong wind then prevailing, no possible efforts could check until it had burned over an area comprising two hundred and eighty-seven acres, and containing over seventeen miles of streets. Several of the public buildings, the principal schools, many of the churches and numerous dwellings—in all twenty-eight hundred and

thirty-six structures—were destroyed. The estimated loss amounted to seventeen million dollars, covered by insurance of between eight and nine million dollars. About sixteen thousand people lost their homes and the depreciation in the assessable valuation of the city was approximately five and one-half million dollars. The disaster was indeed appalling. For those losing relatives or friends in the calamity there can be no compensation save as this has been contributed by kindly memory. To others unable to regain their material losses the fire must have seemed, and to seem still, an evil unmixed with good. From the detached and more impersonal point of view, however, and without any lack of appreciation of the awful cost there may be perceived a large measure of benefit to the city at



The New Williams School Building.



Some of the Stores facing Chelsea Square.

large. Many structures which in natural course would have continued to serve their purpose to least advantage, or which would have endured through an old age preceding decay and deferred removal, have been replaced by buildings modern in plan and arrangement, sometimes imposing in size and often beautiful in design. Moreover, the fire, or rather, the quick and undaunted efforts made to restore and improve conditions served as an important example of right-spirited citizenship and as an exhibition, no less valuable, of determination and capacity to triumph over adversity.

It will be remembered that on the third of June following the fire and in pursuance of an act of the legislature the acting governor appointed a Board of Control to assume direction of the city and its in-

terests until the inhabitants shall resume management through their elected officers in 1913. Under the charge of this Board and the continued city departments the work of restoration has proceeded with remarkable celerity. The energy and ability displayed by the members of the Board in leading or directing efforts to make Chelsea a safer, sightlier city than before, and in conserving and advancing the interests of the community have met with deserved approbation just as, doubtless, these will be regarded with increasing gratitude in the future.

The population of Chelsea is now estimated to number thirty thousand embracing about forty-three hundred legal voters. There has been a recovery already of about three-fifths of the loss in valuation as a result of the fire and the as-



Homes on County Road, Chelsea.



The First Baptist Church, Replacing in a New Location an Old Edifice.



A Few of the Attractive Dwellings on Harvard Street, Chelsea.



Homes Facing the Revere Beach Parkway as it runs through Chelsea.



The First Congregational Church on County Road, Chelsea.



The Cary Avenue Methodist Episcopal Church, Chelsea.

sessed valuation, as for 1909, amounts to a little over twenty-four million dollars.

Water of excellent quality and thoroughly adequate in quantity to meet all public needs and to supply the demands of every inhabitant is furnished throughout Chelsea. The unfailing source of supply is the Metropolitan system but the local water works and the distributing system are owned by the City of Chelsea. Gravity gives the required pressure. There is a reservoir on Powderhorn Hill. There are forty miles or more of mains and over thirty-four miles of service pipes; three hundred and thirty-two public and private hydrants and sixty-six hundred service taps in use. Even the abnormal demands caused by the fire were met by the water supply and the system worked well.

The city is well protected by sewers and while some of these have independent outlets others are in turn connected with Metropolitan trunk sewers. Even the sewer system in the burned over district is in practical and good working order. Gas for illumination and cooking is furnished by the Chelsea Gas Light Company. The streets of Chelsea are lighted in part by gas and to a very small extent by naphtha mantle lights.

In other parts the streets of Chelsea are lighted by electricity all of every night by The Edison Electric Illuminating Company. This Company also furnishes electricity for the illumination of residential or commercial structures, as well as for power, at its standard rates as established throughout the thirty-three cities and towns it supplies with the electric current. The



The New Building of the Chelsea Savings Bank.



The Newly Constructed and Convenient House of Fire Engine Number Five.



St. Luke's Episcopal Church, One of the Few Churches in Chelsea Antedating April 12th, 1908.



A Part of the Soldiers' Home, high on Powderhorn Hill.

service of the Company is continuous during every hour of every day in the year.

The fire department is very properly regarded as efficient and able to cope with any emergency to be expected. The apparatus consists of four steam fire engines with one in reserve, four hose wagons, two ladder trucks, one chemical engine, and one combination chemical and hose wagon, all suitably equipped. Two of the stations of the seven companies, into which the force is divided, are new and represent the most modern ideas of proper arrangement, while all are so situated as to permit quick response in case of alarm. The police department is well directed and suitably manned for the performance of its important duties in the prevention of crime and the preservation of order.

The residents of Chelsea are enabled by the proximity of Boston, and by the ease and rapidity of communication, to make such use as they choose of all the conveniences and facilities of the larger city; but they are not dependent upon them. On the main thoroughfares of Chelsea are important business structures, many now imposing, and there are numerous stores equipped and stocked to supply household and personal needs. Professional services are readily obtainable. Local banking facilities are afforded by the Chelsea Trust Company, the Chelsea Savings Bank, the County Savings Bank and the Provident Co-operative Bank. One daily and three weekly newspapers publish the news and comment of interest to the citizens. The post office is known as Station H of the Boston postal district.



Some of the Residences along Gardner Street, Chelsea.



Business Buildings on Broadway and Newly Opened Cross Street.

While the city already enjoys full carrier service the Federal government is to erect a new post office building at a cost of \$125,000.00, as appropriated.

The Rufus S. Frost Hospital now occupies a newly erected building of brick and concrete on Mt. Bellingham and where stood formerly the home of the donor to the city of the first hospital bearing his name. The new structure, one hundred and sixty by sixty-seven feet and with accommodations for seventy patients, is a marked advance over the old building on Shawmut street, which was destroyed in the fire and is in itself a striking example of the improved conditions in the new Chelsea.

The Public Library was established in 1868, but when the Hon. Eustace C. Fitz gave a building in 1885 the library was named in his

honor. This building and its contents were burned. The large collection of volumes was lost, save as some of the books were in circulation and in the homes of readers. Fifty-seven thousand five hundred dollars were contributed by Mr. Andrew Carnegie for a new and suitable structure and this has been erected. A sum of twenty thousand dollars was available from the insurance on the old library and this has been appropriated for the purchase of books while the city is to expend at least five thousand dollars a year for the maintenance of the library.

There are eight public school buildings, including the High School and several of these are altogether new duly representing the latest development in the construction and arrangement of educational buildings. In the High



The Spencer Avenue School Building, Chelsea.



The Church of the Christian Scientists, Chelsea.





The New Polish Roman Catholic Church, Replacing an Older Wooden Edifice.



One of the New Business Buildings at Bellingham Square, Chelsea.

School day and night sessions are held and in all the schools the proper standard is maintained while due care of the physical well being of the pupils is exercised.

Notwithstanding the fact that so many church edifices were burned there are now in the city the following churches: two Baptist, one Episcopal, three Roman Catholic, one Congregational, two Methodist Episcopal, one Advent and one Christian Scientist in addition to several synagogues, while the First Universalist, the Central Congregational and the African Methodist Episcopal churches are in process of construction.

Within the limits of Chelsea there are over twenty-one acres of the Revere Beach Reservation and nearly a mile of the Revere Beach Parkway. The city maintains Union Park, Washington Park and

the Winnisimmet Parkway, as well as the Everett Avenue playground with its base-ball and foot-ball field and running track, the East Side and West Side playgrounds, while the summit of Powderhorn Hill with its remarkable outlook is to be an improved pleasure place. In addition to the opportunities for outdoor recreation thus afforded various organizations further the pleasant social life of the city. Fraternal organizations are well represented by local branches; the Order of Elks has an important lodge and the quarters are so equipped as to serve the purposes of a social club. The Masonic Temple is nearly completed. The Young Men's Christian Association is to resume its useful work in an adequate building soon to be completed. The Chelsea Woman's Club is active and important. The Review Club is an



Works of the Magee Furnace Company, Chelsea.



Factory of United Indigo and Chemical Company, Ltd., on Broadway, Chelsea.

important social organization. The Mendelssohn Club is one of the leading vocal organizations of the State and its concerts, often with soloists from elsewhere, are occasions of consequence and of musical importance.

A large theater has been constructed for moving picture exhibitions and vaudeville. Places for meetings, lectures, or large social functions are provided by Grand Army Hall, Congress Hall and Low Hall. The State Armory may be used for similar purposes upon occasion and in the new Williams School building is a hall with seats for eleven hundred.

The latest published State Report on the Statistics of Labor indicate the remarkable development of manufacturing industry in Chelsea and states that in 1906 the capital devoted to production in the city

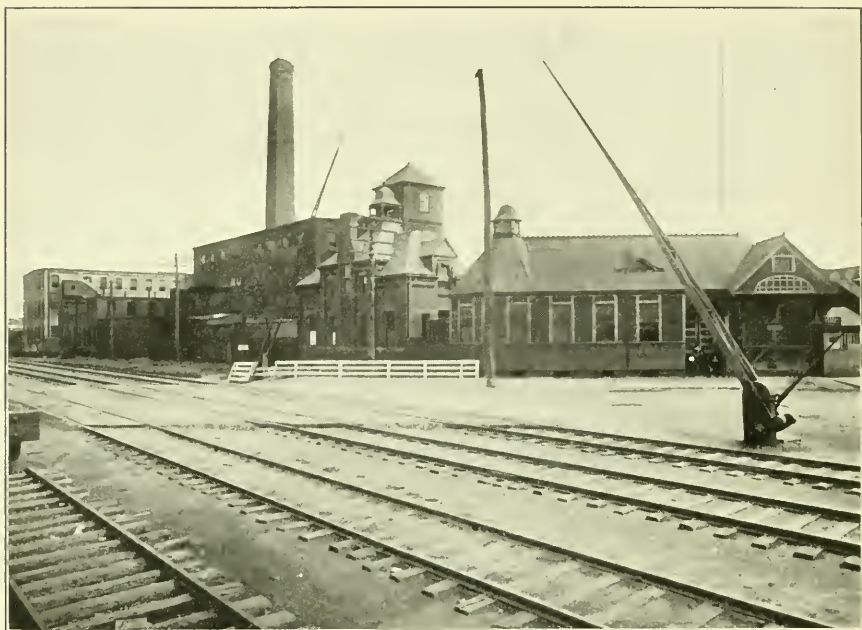
amounted to \$6,491,563.00; that \$2,538,272.00 were paid to an average number of 4,718 wage earners employed and that the value of the goods made in Chelsea in that year, 1906, amounted to \$16,159,779.00. These latter figures represented an increase of nearly nine per cent over 1905 and inasmuch as manufacturing suffered little interruption because of the fire there is no doubt that a new official statement, were this now available, would show a further and continued increase. Among the manufacturers conducting their operations in Chelsea are Atwood & McManus, boxes; Bartels, Thelen & Company, shoes; Bay State Improved Box Company; Boston Blacking Company; Boston Filter Company; Boston Gore & Web Manufacturing Company, elastic goods; Boston Whiting Company; Samuel Cabot, chemi-



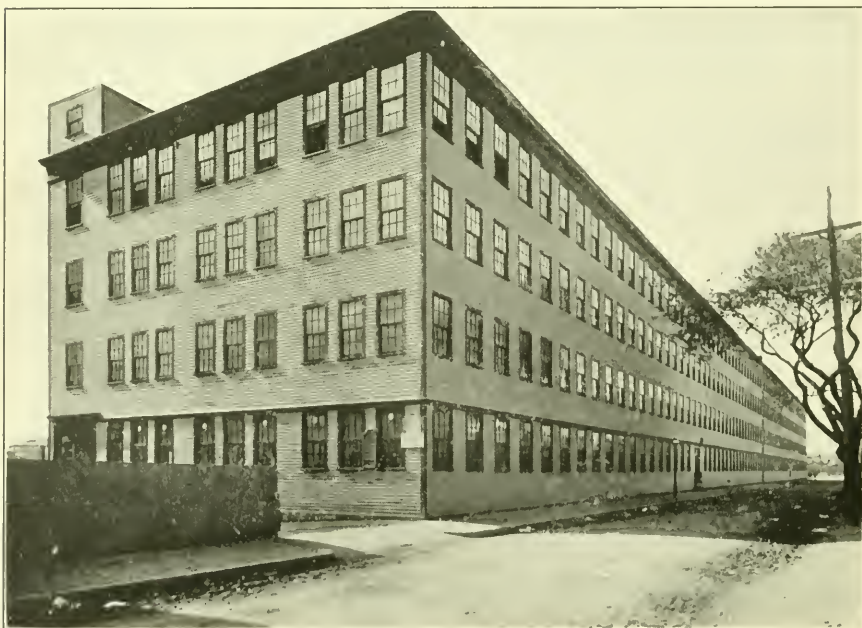
Elastic Goods Factory of T. Martin & Brother Manufacturing Company.



Wall Paper Works of Thomas Strahan & Company.



Part of the Large Plant of the Revere Rubber Company.



Shoe Factory of A. G. Walton & Company.

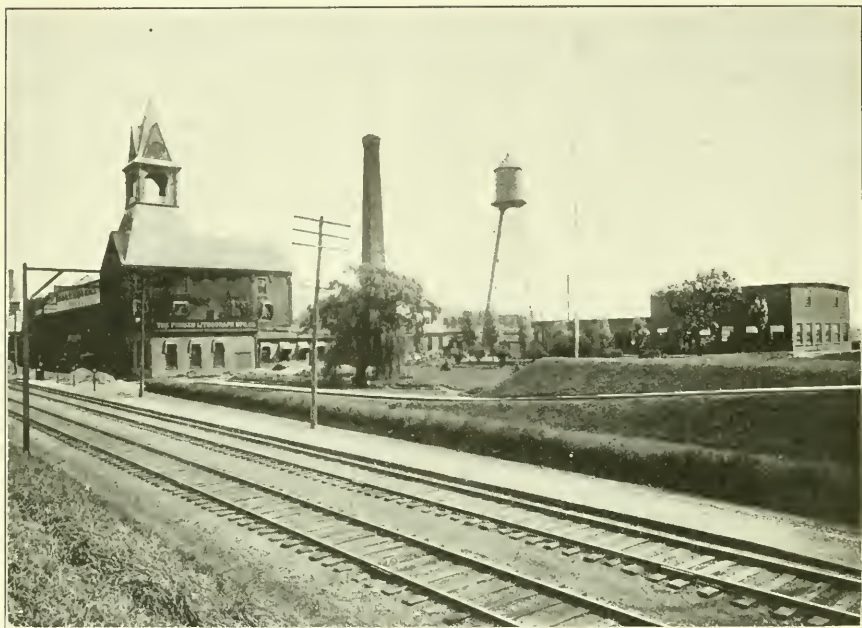


A Little of the Box Factory of Atwood & McManus, Chelsea.

cals; W. T. Cardy & Sons Company, boxes; Chadbourne & Moore, goring; Chelsea Clock Company; Forbes Lithograph Manufacturing Company; Griffin Car Wheel Company; Lovewell-Henrici Laundry Machinery Company; Lynch Brothers, carriages; Magee Furnace Company; T. Martin & Brother Manufacturing Company, elastic goods; Lyman M. Miller, varnishes; Wm. J. Murdock & Company, electrical supplies; Parry Brick Company; Parsons Manufacturing Company, boxes; Revere Rubber Company; Sawyer Crystal Blue Company; W. A. Snow & Company, stable fittings; J. W. Stickney & Company, whiting; Thomas Straban & Company, wall papers; United Indigo and Chemical Company, Ltd.; Walker Brothers, bleachings and extract; A. G. Walton & Company, shoes.

Doubtless in the inevitable and further industrial development of Chelsea, the large extent of its available water front will be found the factor of most consequence. The streams which encompass so much of the city, deepened and improved, are readily adaptable to the requirements of a most important commercial city. The yet unoccupied lands adjoining these streams are no less readily adaptable as sites for warehouses and as suitable places for wharves and docks and all the appurtenances of a great commerce. Already some of these streams are utilized to bring economically to existing docks of the city supplies for its manufacturers or for the exportation of their products.

The freight facilities afforded by the Boston and Maine Railroad, and by the Boston and Albany,



Works of the Forbes Lithograph Manufacturing Company.

which also runs its freight tracks here are adequate and satisfactory. The docks of various steamship lines are near. The land available as sites for manufacturing plants or commercial buildings has not attained exorbitant values. In the city itself or in territory close by abundant labor, skilled or unskilled, may be obtained. Manufacturers seeking locations will find that in Chelsea their operations may be conducted with convenience and

economy while the Chelsea Manufacturers' Association and the Board of Control will be ready and willing at all times to lend all desired and possible co-operation. Inquiries as to suitable locations for industrial buildings or for dwellings and requests for information regarding the many and notable advantages of Chelsea may be addressed to the Board of Control with expectation of full and early response.



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